

SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY USSR (Georgian SSR)

DATE DISTR. 7 Feb. 1952

SUBJECT Bolnisi Airfield

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**PLACE
ACQUIRED**

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DO NOT CIRCULATE

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SUPPLEMENT TO
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1. The airfield was north of Lyuksemburgi (Bolnisi) (41° 28' N/44° 33' E), Georgian SSR, and about 1 km north of the Tiflis (Tbilisi) (41° 42' N/44° 45' E) -Leninakan (40° 48' N/43° 50' E) road which runs through the northern section of the town. The improvised airfield was about 2 km from east to west and 1 km from north to south. It could be enlarged to the north, northwest and east.
2. There was a three-story flight control station with obstacle lights. The air unit, composed almost exclusively of officers ranking from lieutenant to major, and the ground personnel resided in the town. No workshops or other buildings were seen. Lamps, similar to searchlights, which were fitted on low wooden poles on the edge of the field, illuminated the field at night. The runway was marked by red ground lamps. A double row of white lamps radiating a faint light extended due west of the field. PWs said that these lamps illuminated the main flying lane. A gasoline dump composed of about 15 to 20 tanks the size of railroad tank cars and set on concrete platforms about 1 meter high was between the southern edge of the field and the vineyard.
3. About 35 to 40 twin-engine low-wing monoplanes with two radial engines, three-bladed propellers, single rudder assemblies, landing gears retracting outward and non-retractable tail wheels were on the parking site on the southern edge of the field. The planes were not camouflaged.
4. Flying was practiced individually and in formations of either three or ten planes. There was firing practice at sleeve targets and individual parachuting from medium altitudes.

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